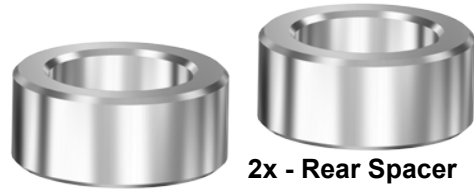


2x - Harness Extension

2x - Front Spacer



2x - Rear Spacer



machines with Walker Evans Shocks will only use Rear Spacers

Item	Description	Item	Description
A	Upper Right	D	Lower Left
B	Upper Left	E	Right Rear
C	Lower Right	F	Left Rear

(Kit Contents continue on following pages)

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www.superatv.com



1-855-743-3427



8:00am - 8:00pm EST M-Th
 8:00am - 7:00pm EST Friday
 9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

Thank You

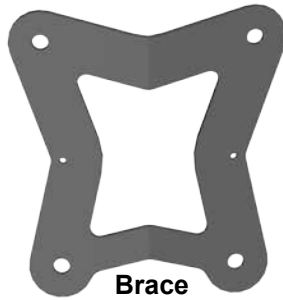
For Choosing



(Kit Contents continued)



Item	Description	Item	Description
G	Right Lift Bracket	K	Skid Plate Bracket
H	Left Lift Bracket	L	Frame Bracket
J	Radius Link x 2	M	Frame Support



Front and Rear Axle Kit

Z-Bend Tie Rod Kit

(Kit Contents continued)



43-5/16"

Left Front Brakeline



57"

Right Front Brakeline

Liability Statement

SuperATV's® products are designed to best fit user's ATV/UTV under stock conditions. Adding, modifying, or fabricating any factory or aftermarket parts will void any warranty provided by SuperATV® and is not recommended. SuperATV's® products could interfere with other aftermarket accessories. If user has aftermarket products on machine, contact SuperATV® to verify that they will work together.

Although SuperATV® has thousands of satisfied customers, user should be aware that installing lift kits, long travel, or suspension kits, tires, etc. will change the ride of machine and may increase maintenance and part wear. Operating any off-road machine while, or after, consuming alcohol and/or drugs increases risk of bodily harm or death. No warranty or representation is made as to this product's ability to protect user from severe injury or death. SuperATV® urges operators and occupants to wear a helmet and appropriate riding gear at all times.

By purchasing and installing SuperATV® products, user agrees that should damages occur, SuperATV® will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. SuperATV®, nor any 3rd party, will not be held responsible for any direct, indirect, incidental, special, or consequential damages that result from any product purchased from SuperATV®. The total liability of seller to user for all damages, losses, and causes of action, if any, shall not exceed the total purchase price paid for the product that gave rise to the claim.

SuperATV® will warranty only parts provided by SuperATV®. Any damage or problems with OEM housings, bearings, seals, or other manufacturers' products will not be covered by SuperATV®. SuperATV® parts and products are not warranted if item was not installed properly, misused, or modified.

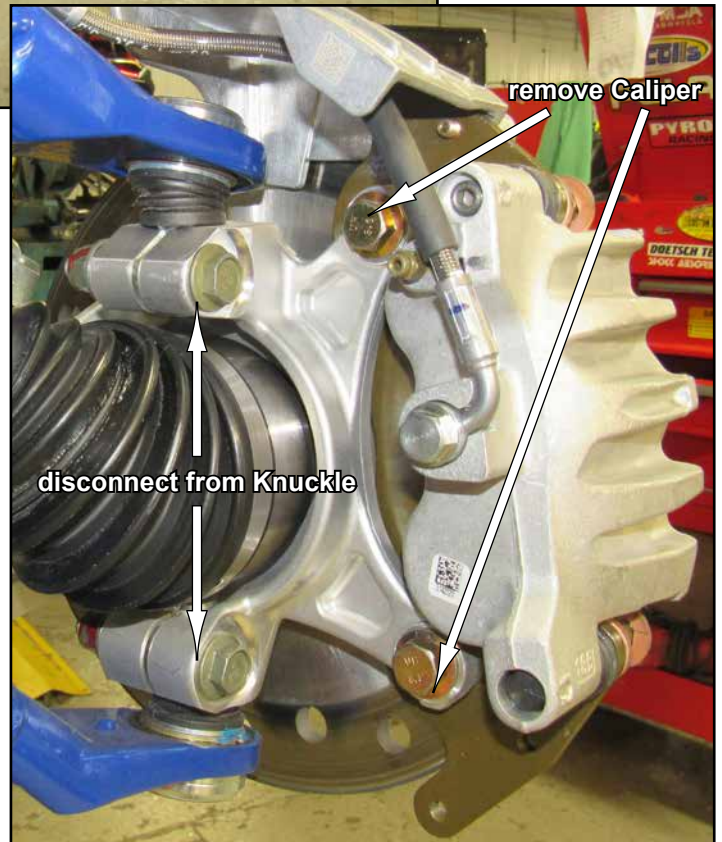
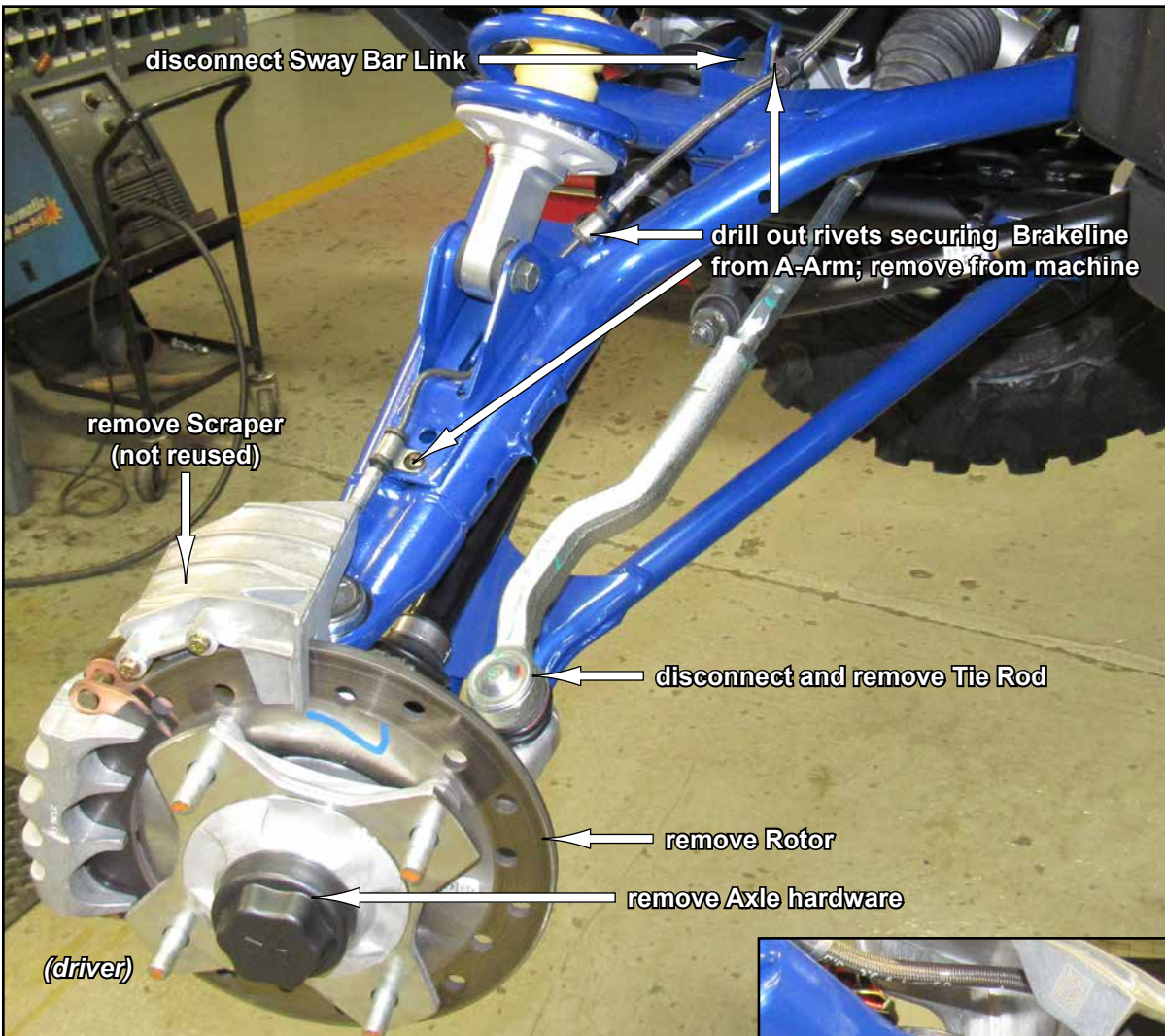
Installing, adding, modifying, or fabricating any factory or aftermarket product to your ATV/UTV may violate certain local, state, and federal laws. Be advised that laws vary depending on town, city, county, state, etc. Use of certain products on public streets, roads, or highways may be in violation law. The Buyer is solely and exclusively legally and personally responsible for any violation of the law by the installation or use of the product. You must abide by all local, state, and federal laws, including but not limited to vehicle safety, traffic laws, and ordinances. It is your responsibility to know the laws and how they apply to you.

The Buyer is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications, warnings and instructions and agrees to hold SuperATV® harmless from any damage resulting from failure to adhere to such specifications, warnings and/ or instructions. The Buyer is also responsible to obey all applicable federal, state, and local laws and ordinances when operating his/her vehicle while using this product, and the Buyer agrees to hold SuperATV® harmless from any violation thereof.



SuperATV strongly recommends using a Spring Compressor, not included, when removing and installing Springs.

Front removal



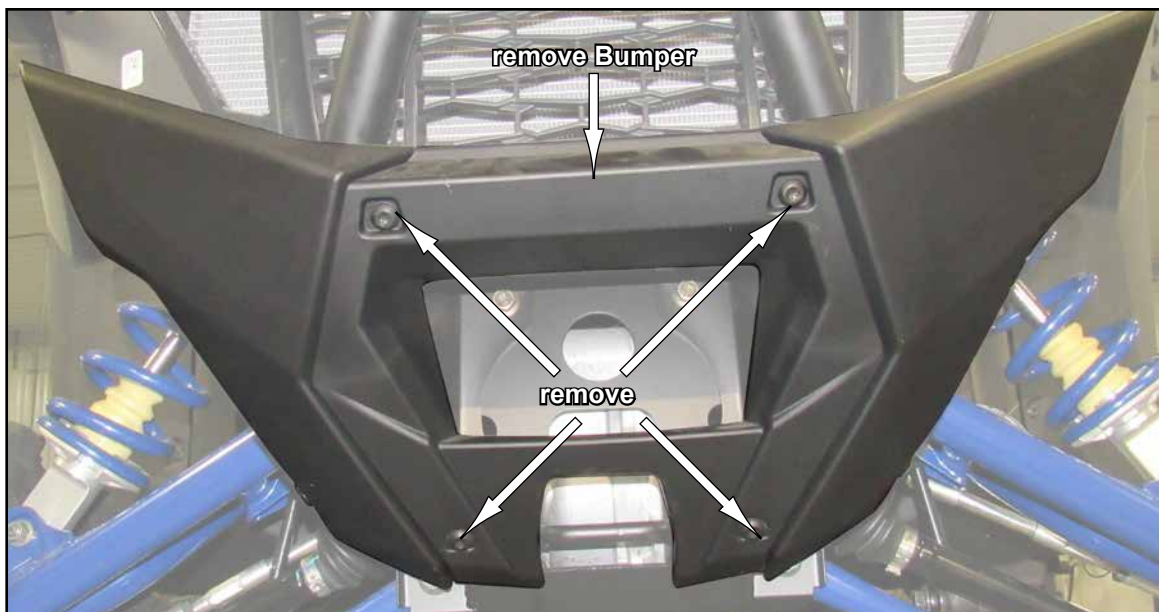
Front removal continued



remove Shock from machine

repeat for opposite side

Front removal continued

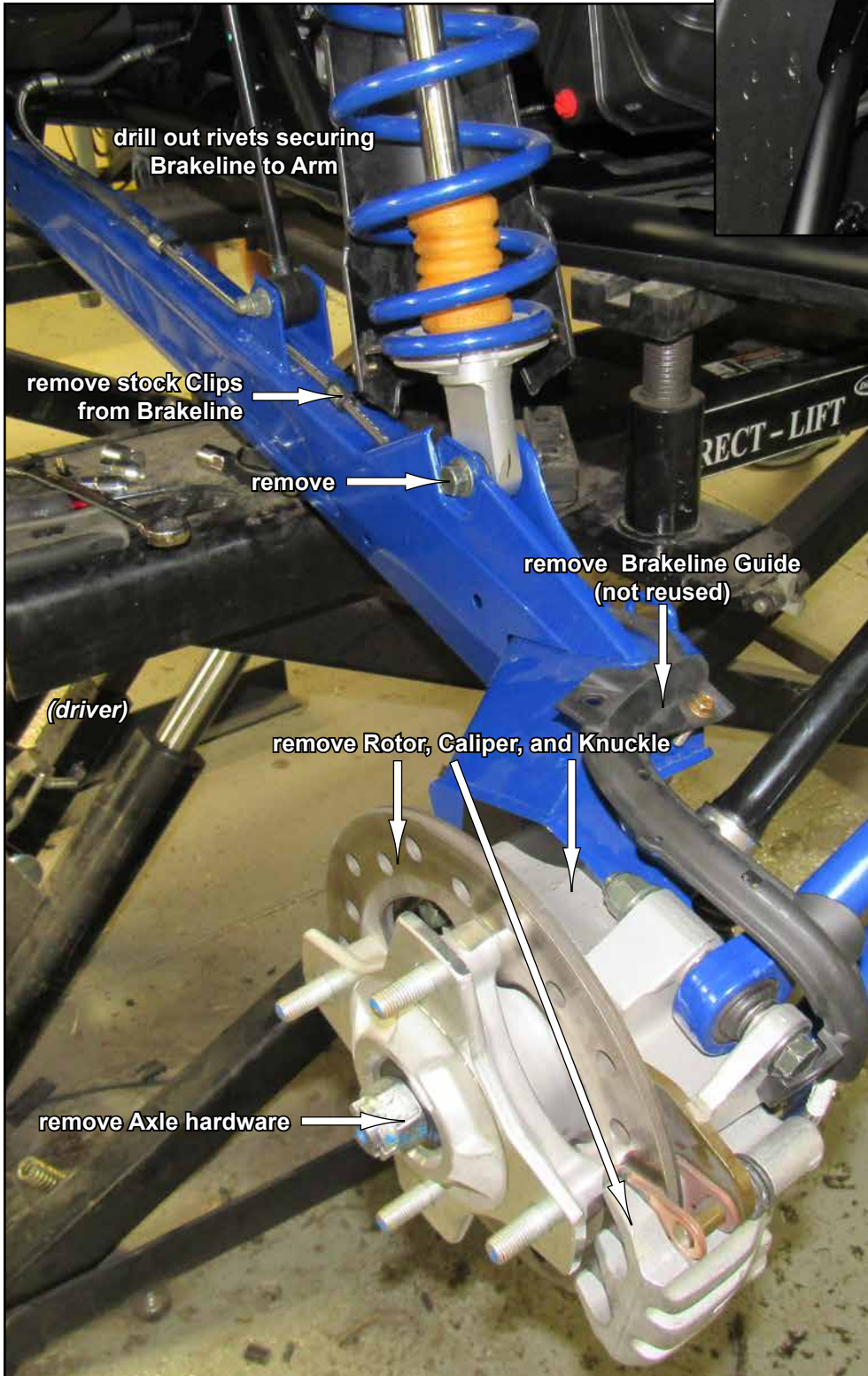


- remove Axles

Rear removal



Rear removal continued



- repeat for opposite side
- remove Arms and Axles
- hang Calipers out of way

Front Spacer installation

machines with Walker Evans Shocks will not use Front Spacers



- After removing Spring, remove Shock from Spring Compressor.
- Add measurement shown in table to Preload Nuts
- Reinstall Shock to Spring Compressor.



Preload Settings	
Walker Evans	
Location	Amount
Front	15mm
FOX Live Valve	
Location	Amount
Front	0mm

Front Spacer installation continued



- Reinstall Spring and Retainer.
- Repeat for opposite Shock.
- Set aside.

Rear Spacer installation



- After removing Spring, remove Shock from Spring Compressor.
- Add measurement shown in table to Preload Nuts
- Reinstall Shock to Spring Compressor.



Preload Settings	
Walker Evans	
Location	Amount
Rear	15mm
FOX Live Valve	
Location	Amount
Rear	20mm

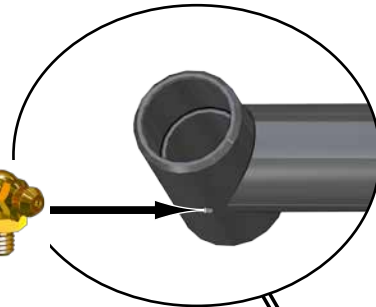
Rear Spacer installation continued



- Reinstall Spring, Retainer, and Guard.
- Repeat for opposite Shock.
- Set aside.

- Install stock Bushings and Pivot Shafts.
- Install Fittings shown.

90° Fitting



Upper A-Arm

Straight Fitting



Lower A-Arm

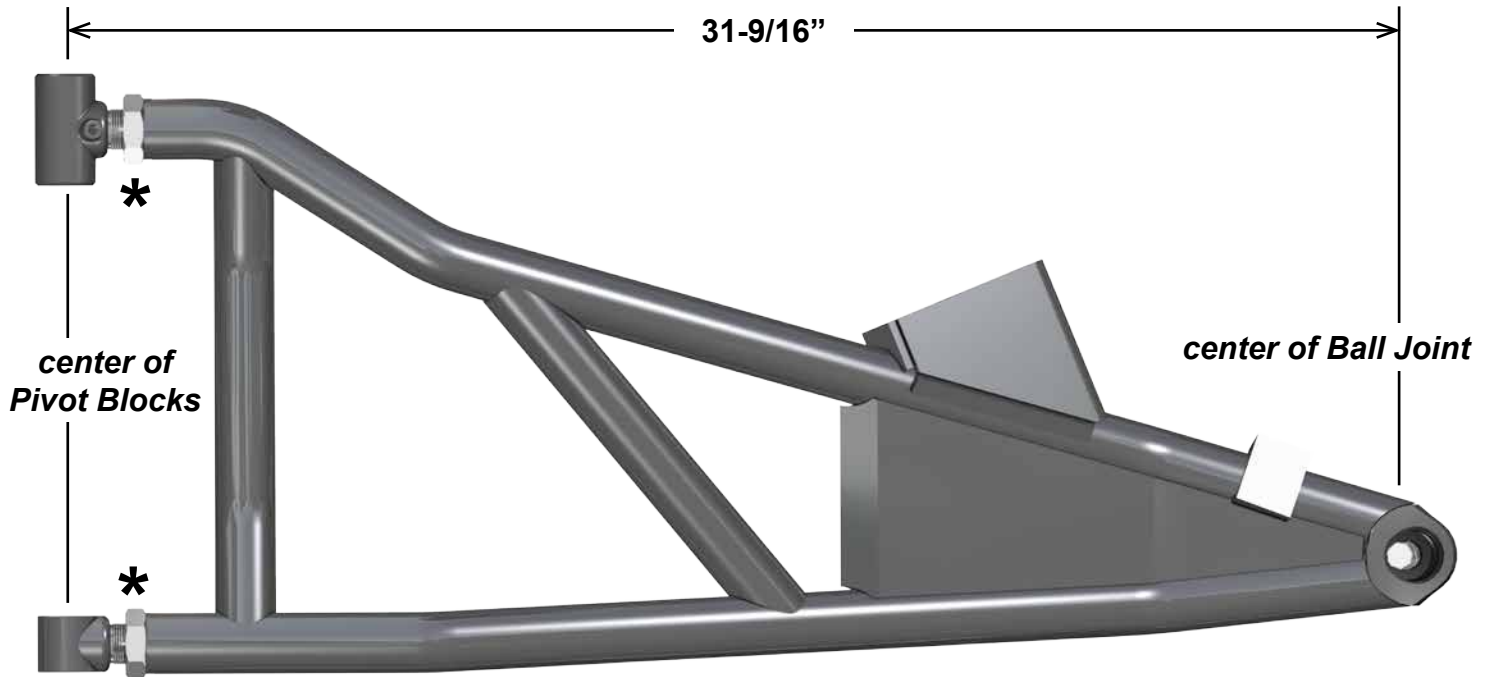
- Install stock Ball Joints.



install stock Ball Joints

PIVOT BLOCK SETTINGS

- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



*** Leave Jam Nuts loose. Tighten after final adjustments have been made.**

- Install Upper and Lower A-Arms (A)(C) with stock hardware.
- **Leave Lower A-Arm Nuts loose until all final adjustments have been completed.**
- Tighten Upper A-Arm hardware completely; SuperATV recommends using Loc-Tite.



- Install Steering Stop onto Rack and Pinion Shaft.



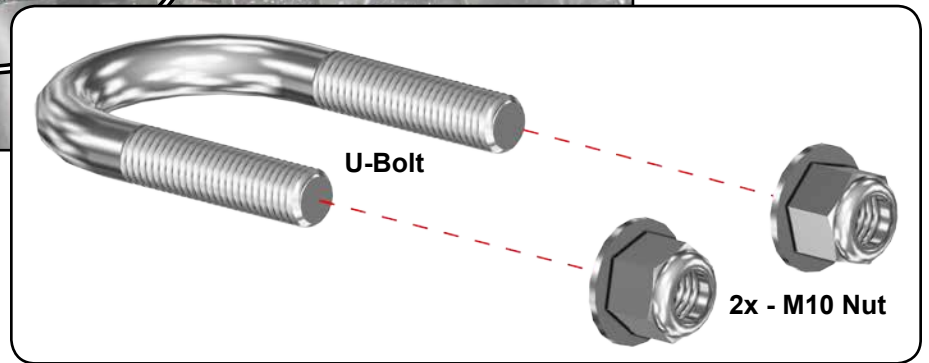
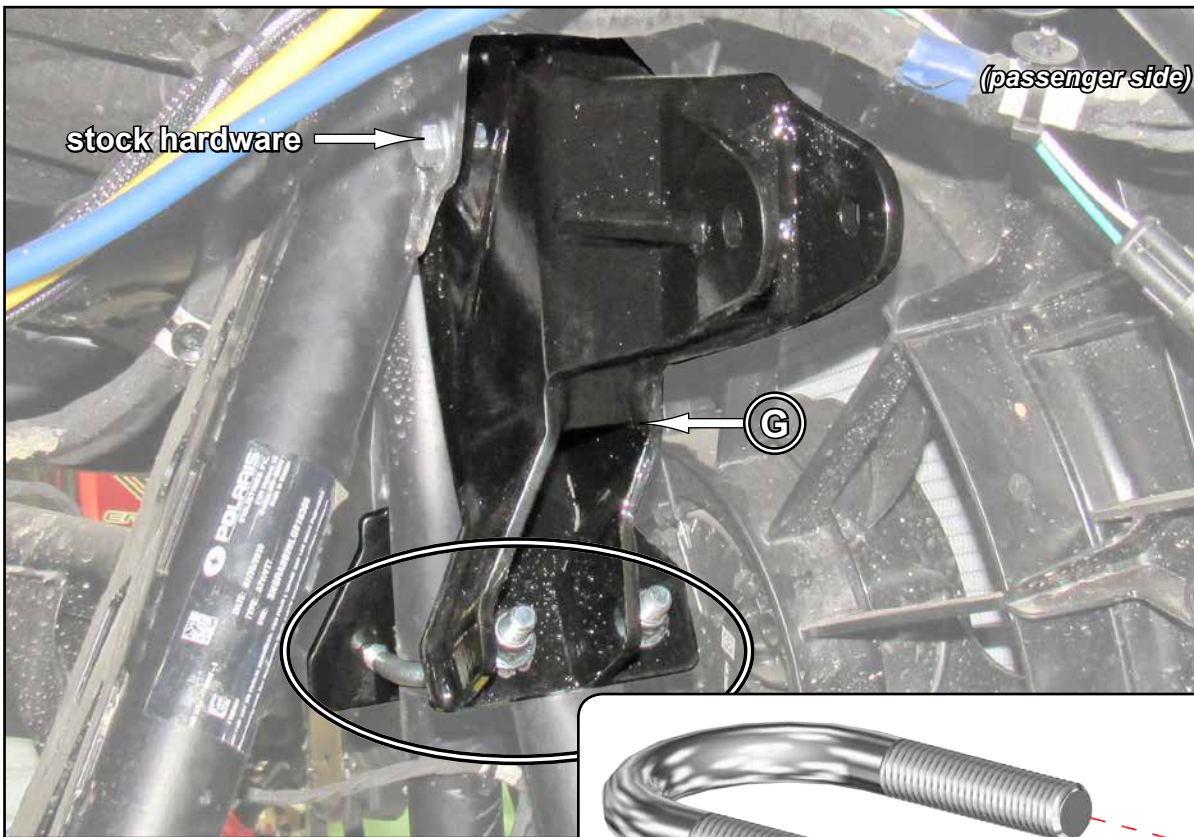
- Install new Axle and stock Knuckle. Secure Knuckle with stock hardware; tighten completely.



- Repeat steps for opposite side installation.



- Install Right Lift Bracket (G) to Shock Mount with hardware shown; tighten completely.

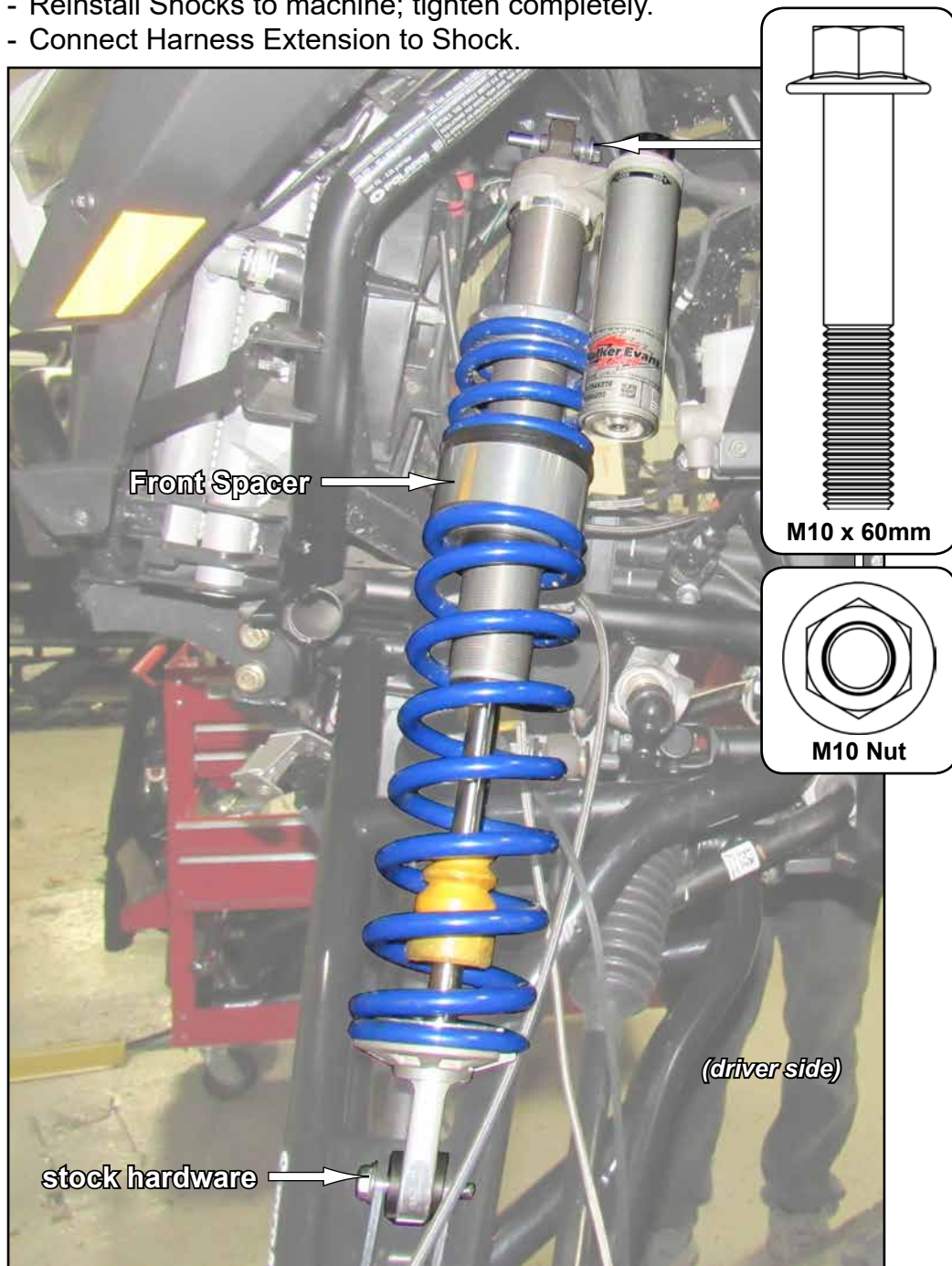


- Connect Swaybar Link to Upper A-Arm with stock hardware; tighten completely.



Repeat steps for opposite side installation.

- Connect Harness Extension to stock Shock Wire Harness.
- Reinstall Shocks to machine; tighten completely.
- Connect Harness Extension to Shock.



- Reinstall Rotor and Caliper.
- Install appropriate provided Brake Line and secure to Upper A-Arm with components shown. Ensure no binding or rubbing can occur during vehicle operation.



- Reinstall Rear Shocks to machine with stock hardware; tighten completely.



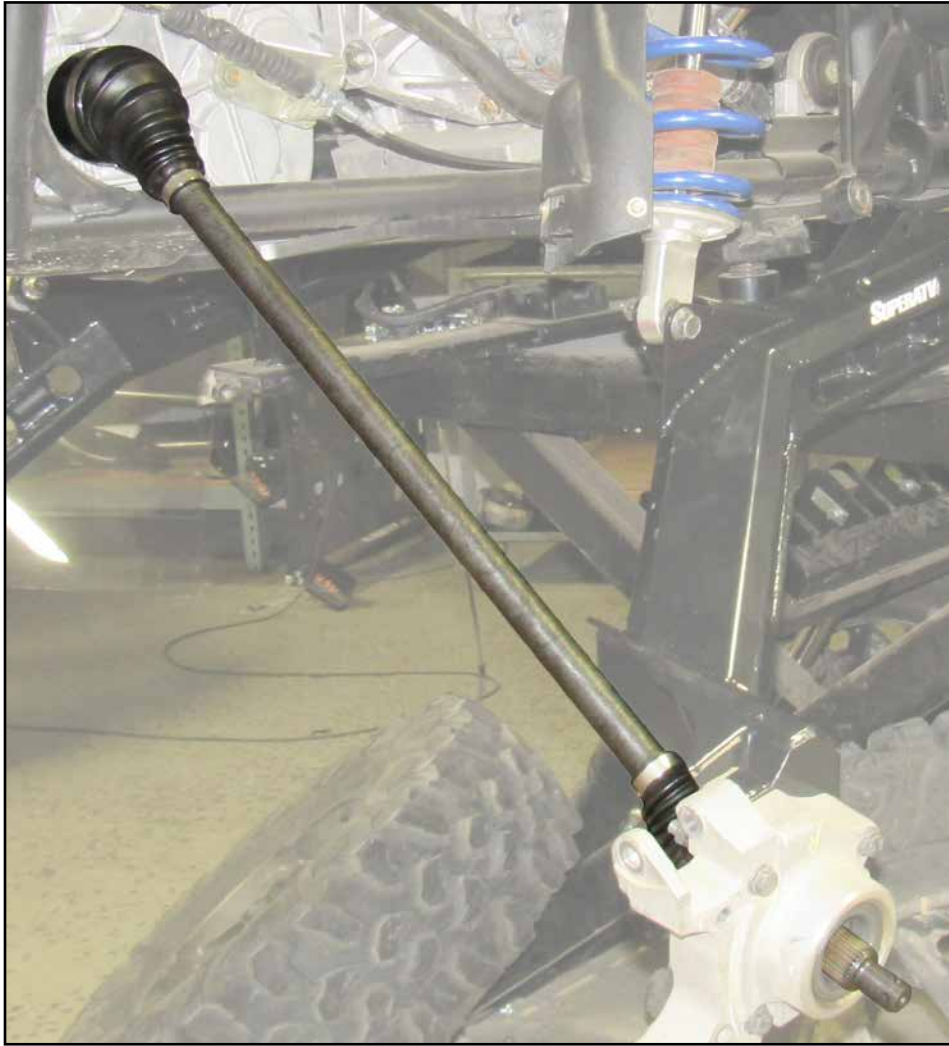
- Install Right Rear (G) to Frame with stock hardware.
- Secure Shock to Right Rear (G) with stock hardware.
- Tighten hardware completely.



- Install Knuckle to Right Rear (G) with stock hardware; tighten hardware completely.

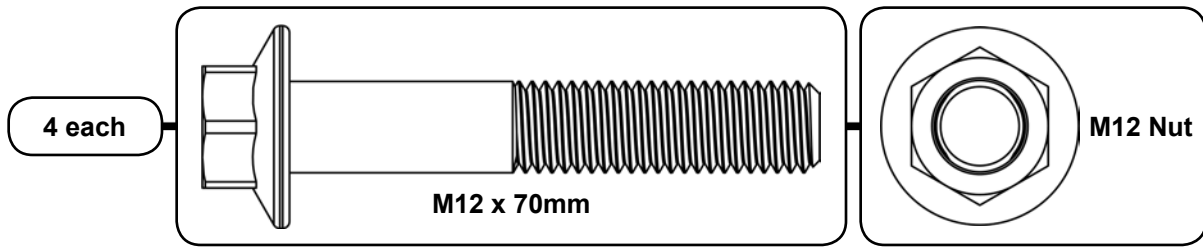


- Install new Axle.

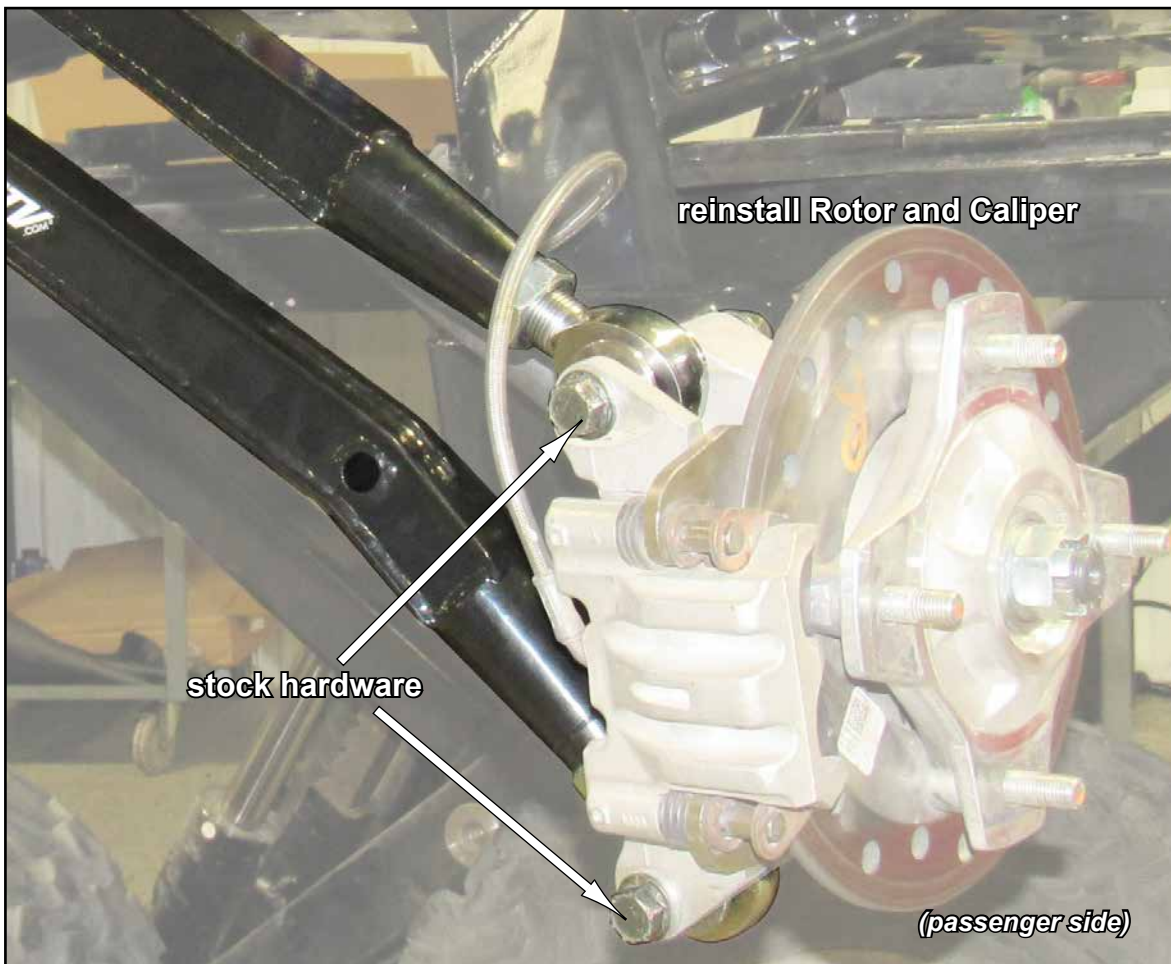


Repeat steps for opposite side installation.

- Install Radius Arms and Brace with hardware shown.



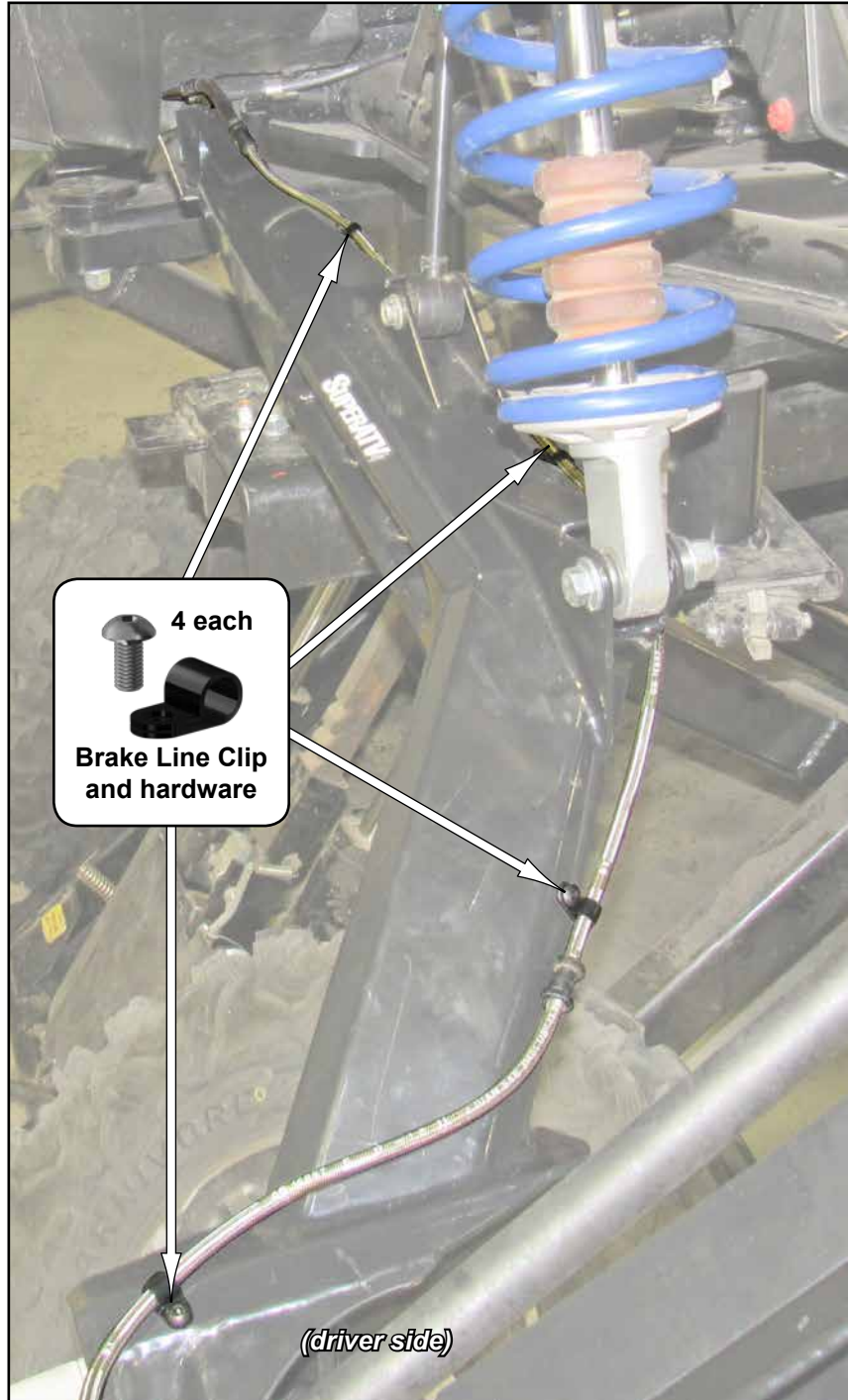
- Secure Radius Arms to Knuckle with stock hardware.



- If Wheels and Axles do not rotate freely, equally adjust Radius Arms "out" in small increments.
- Tighten hardware completely.
- Connect Swaybar Link to Rears with stock hardware; tighten completely.

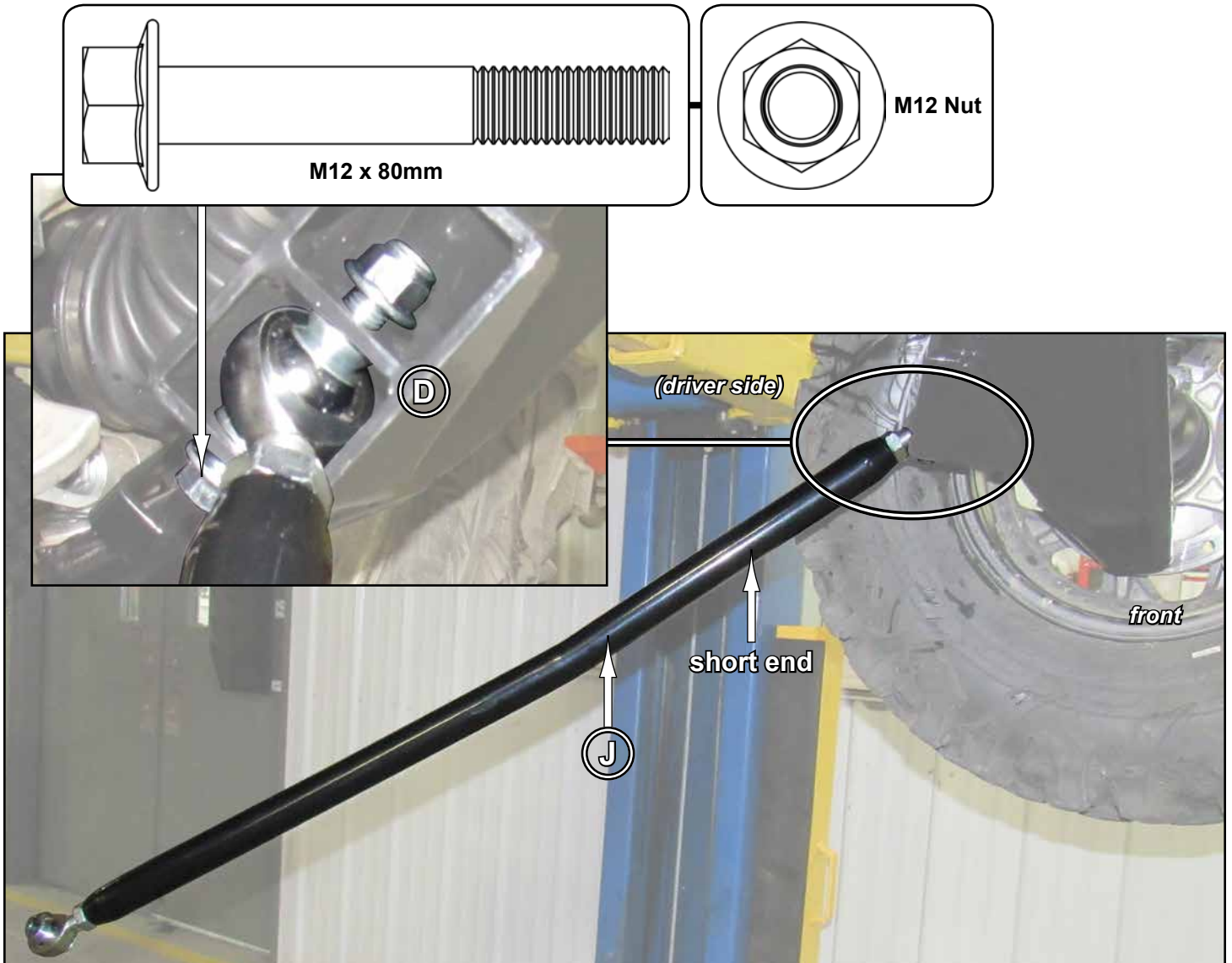


- Secure stock Brakline to Rears with components shown. Ensure no binding or rubbing can occur during vehicle operation.



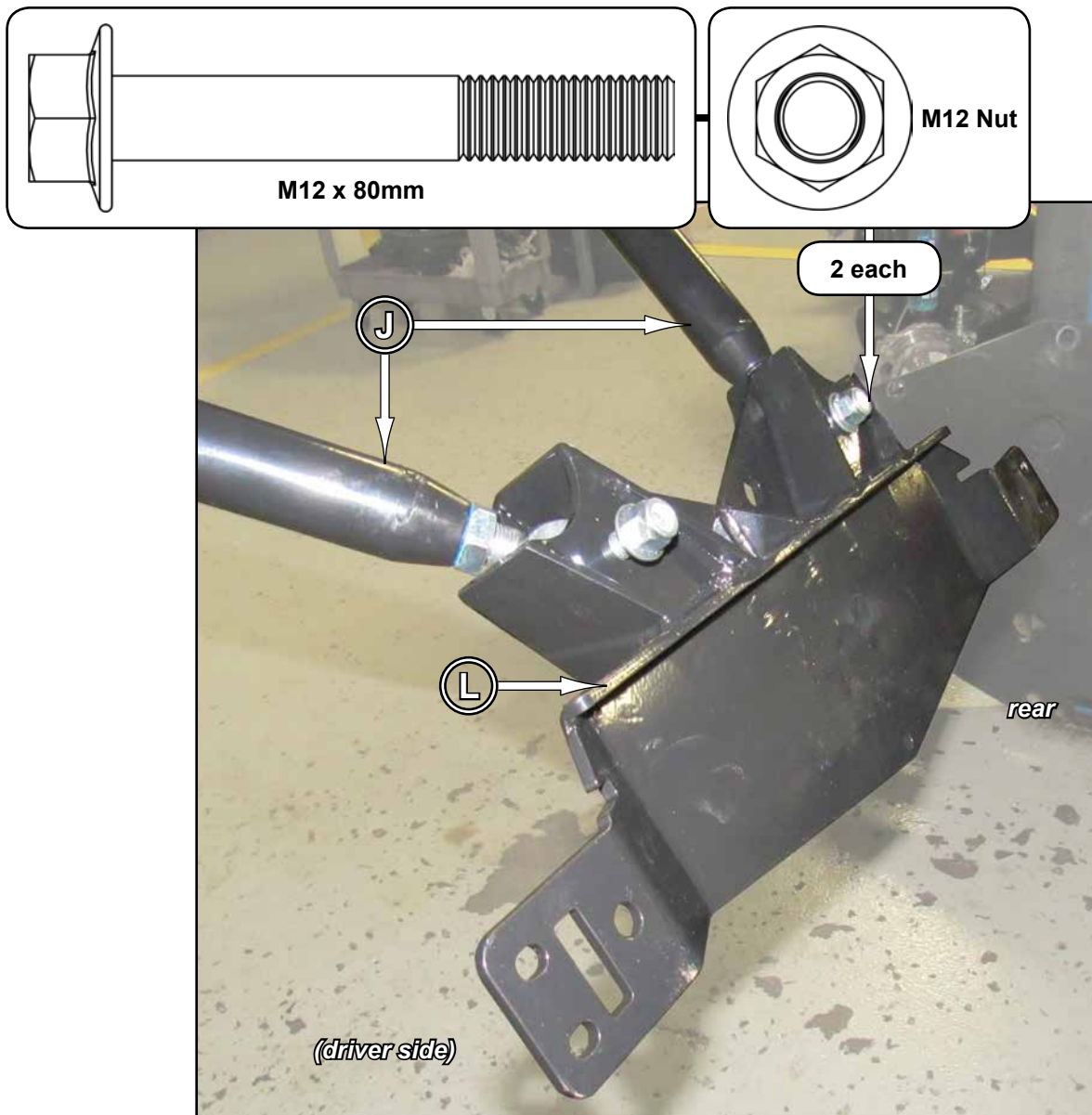
Radius Link installation; pages 26 - 28

- Secure Radius Link (J) to Lower Left (D) with hardware shown; tighten hardware completely.
- Repeat for opposite side.



If SuperATV Skid Plate is installed, go to page 29.

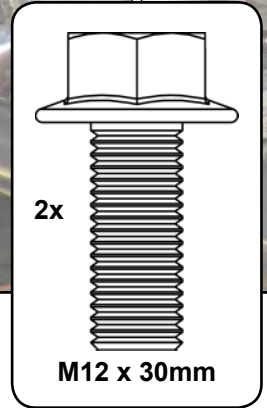
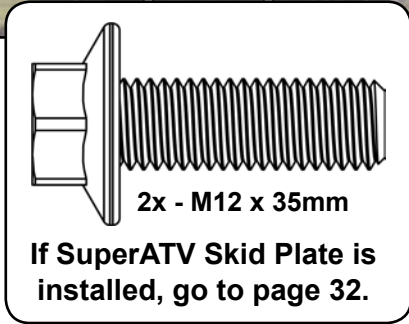
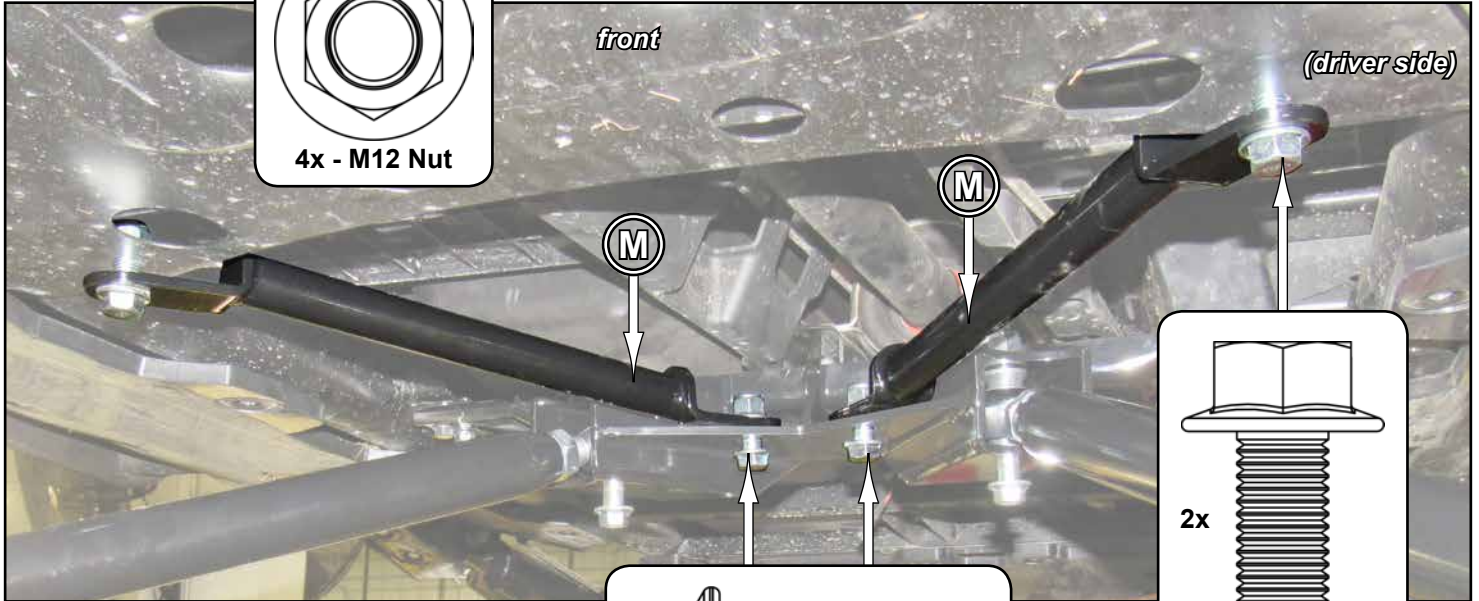
- Secure Radius Links (J) to Frame Bracket (L) with hardware shown; tighten hardware completely.



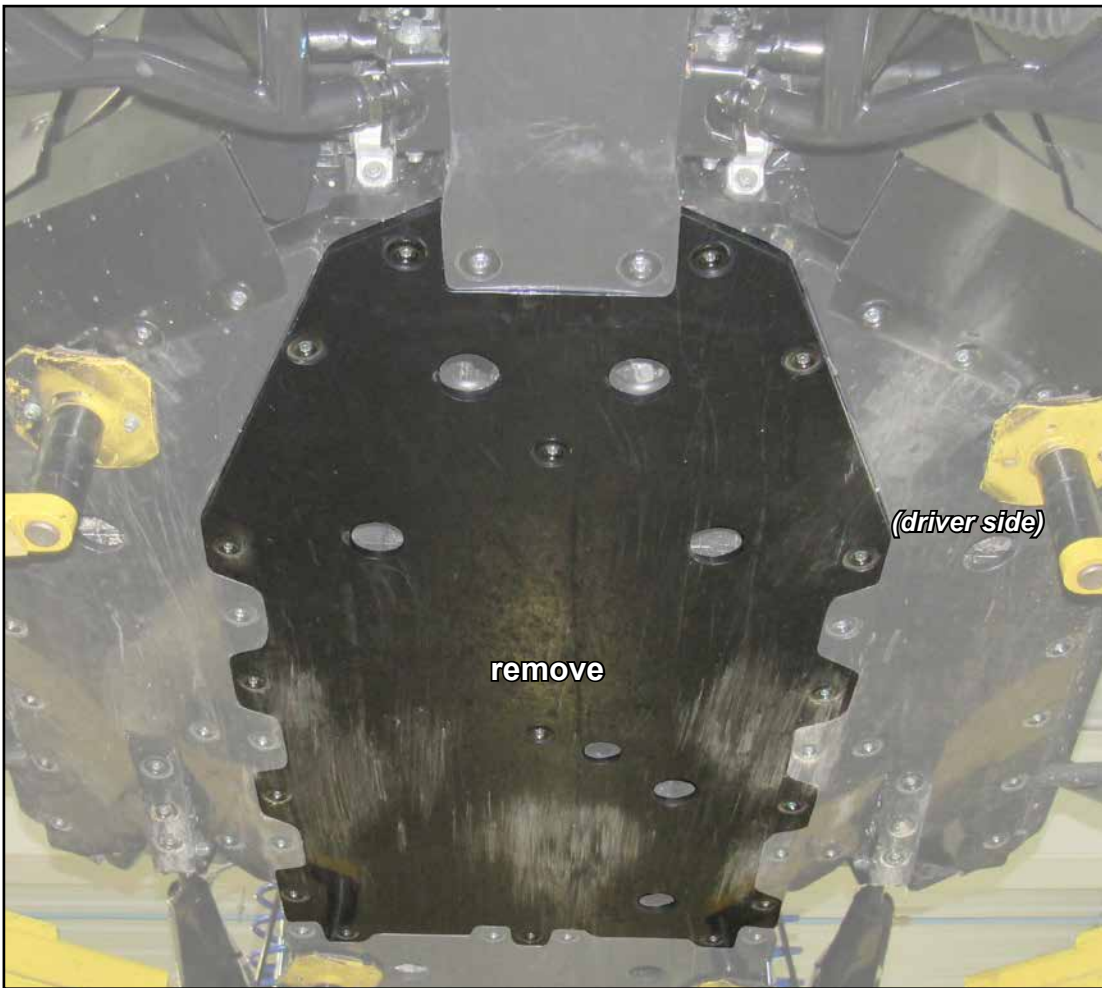
- Secure Frame Bracket (L) to Frame with hardware shown; tighten hardware completely.



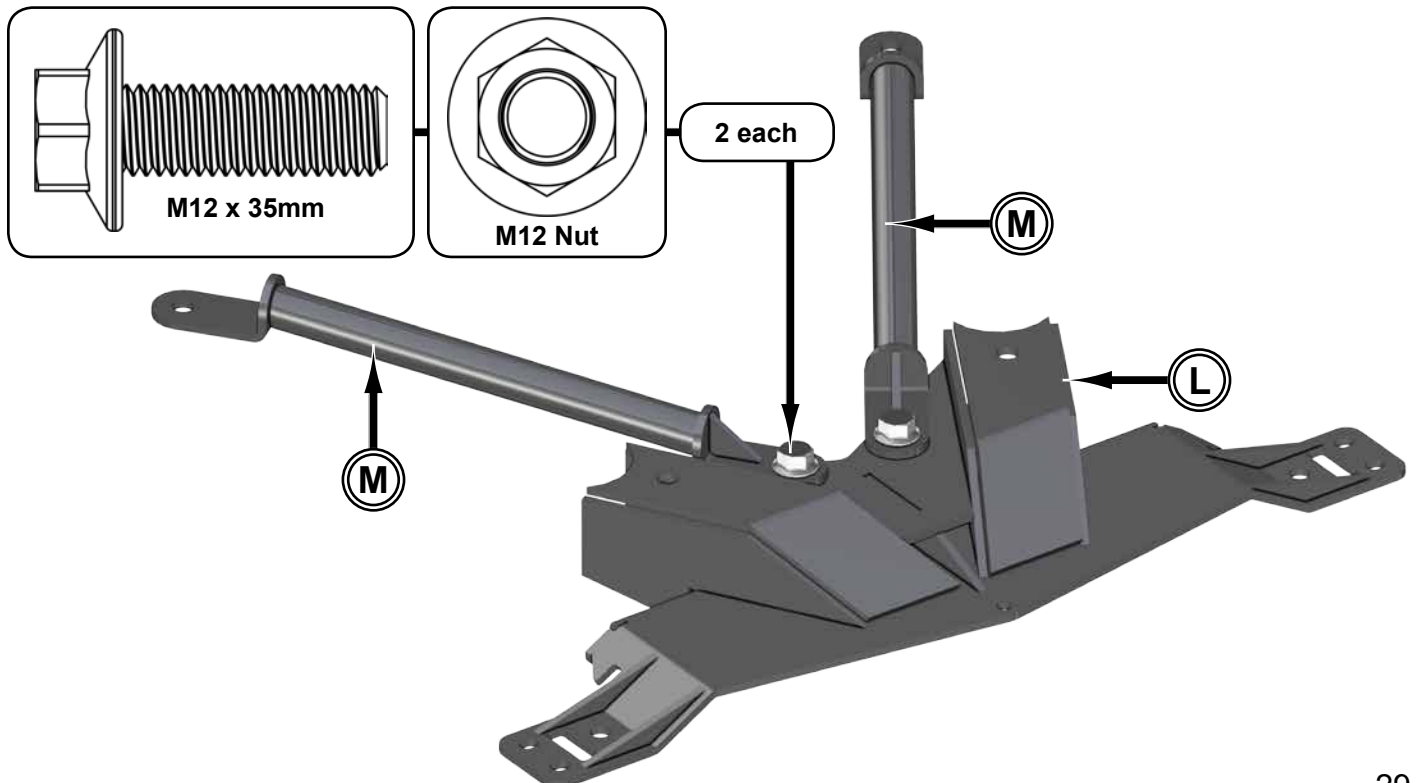
- Install Frame Supports (M) to Frame and Frame Bracket (L) with hardware shown; tighten hardware completely.



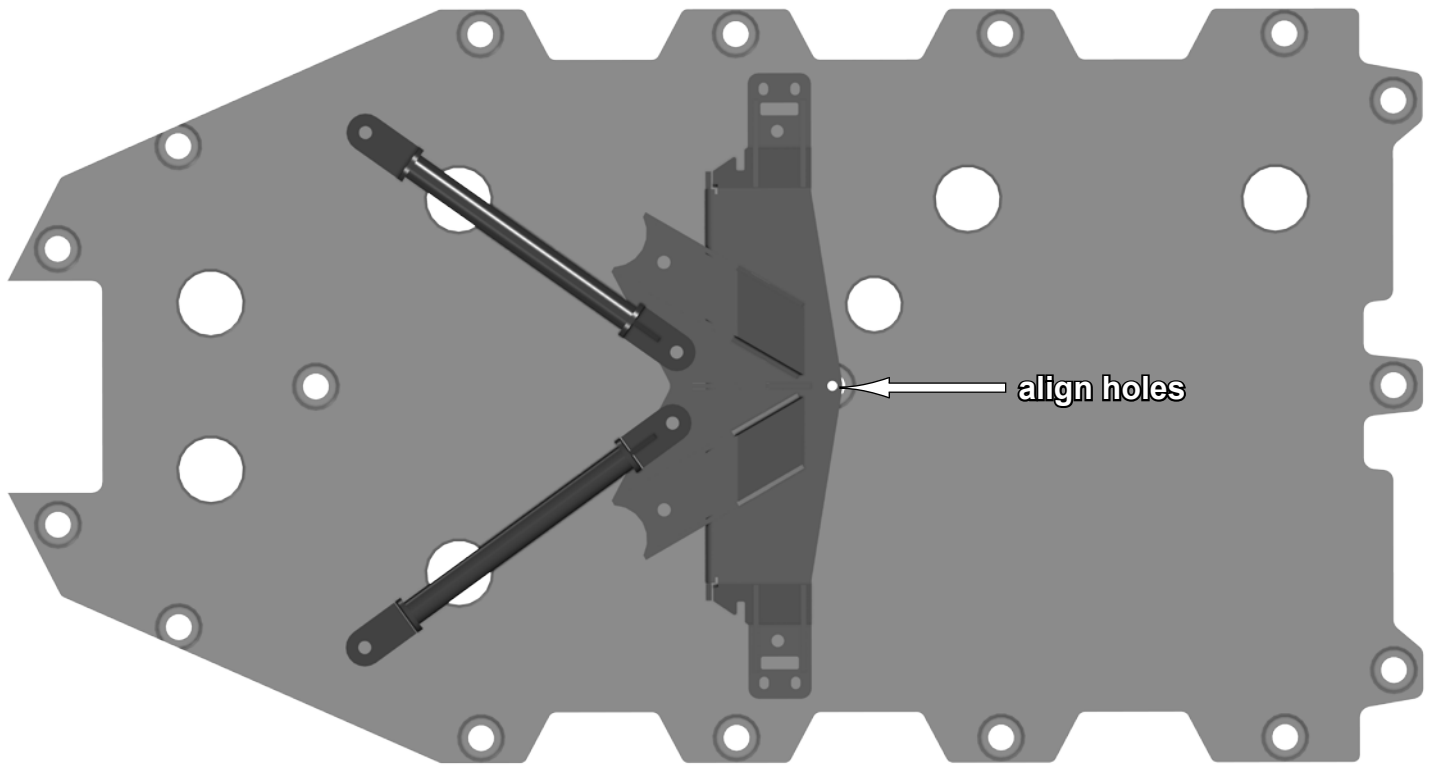
Radius Link installation for machines with SuperATV Skid Plate; pages 29 - 33



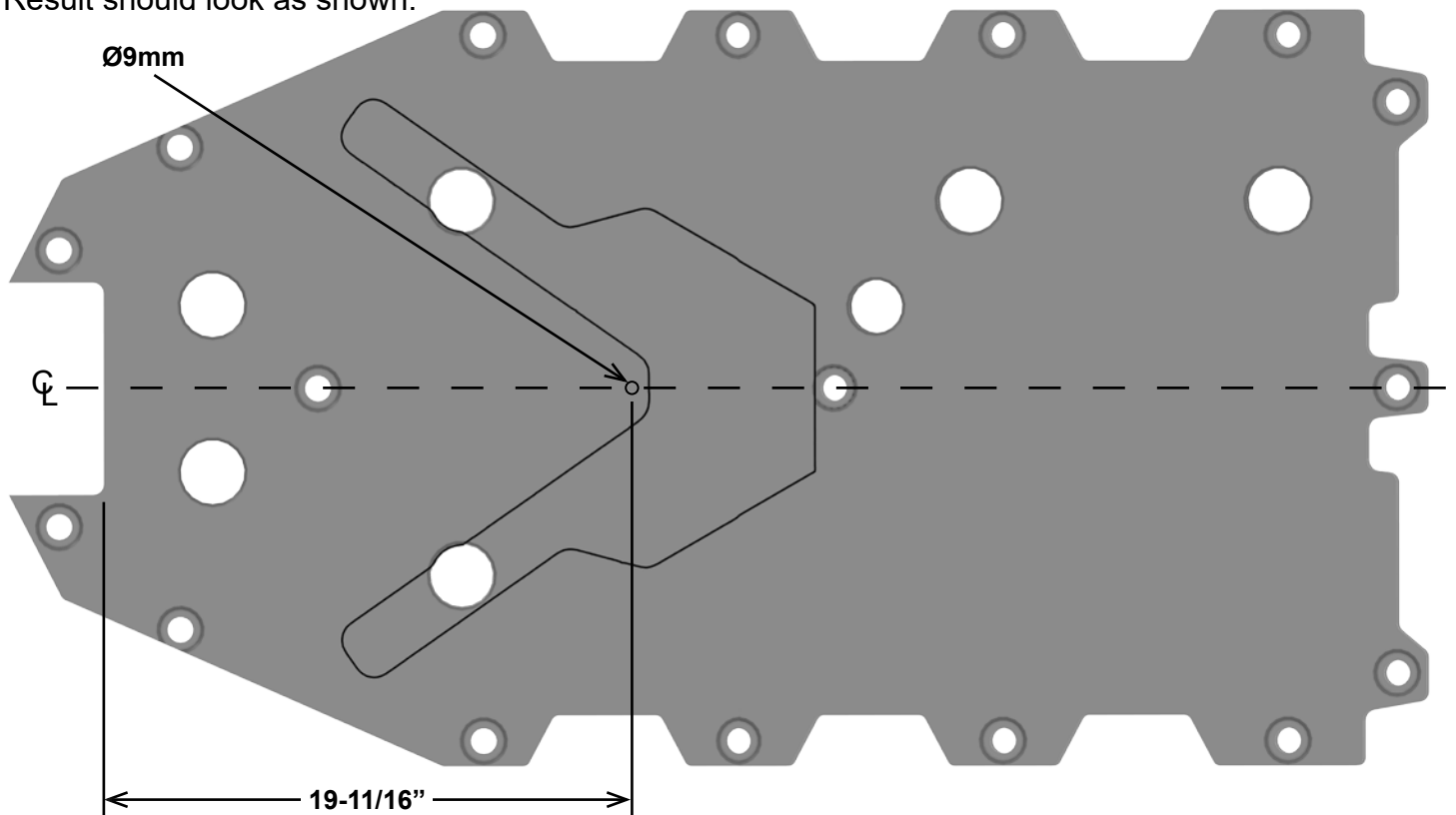
- Install Frame Supports (M) to Frame Bracket (L) with hardware shown; do not tighten hardware.



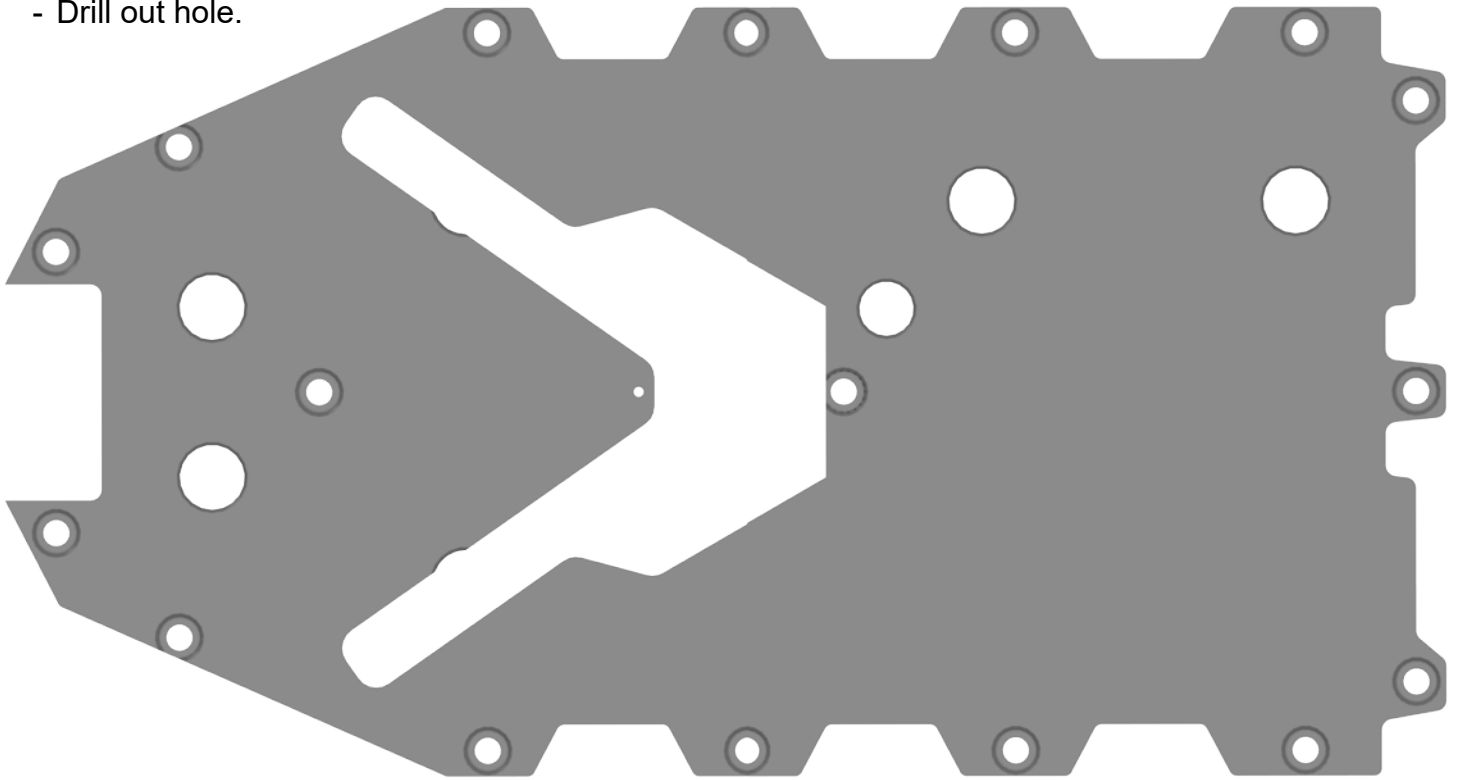
- Place Frame Bracket (L) onto Skid Plate.



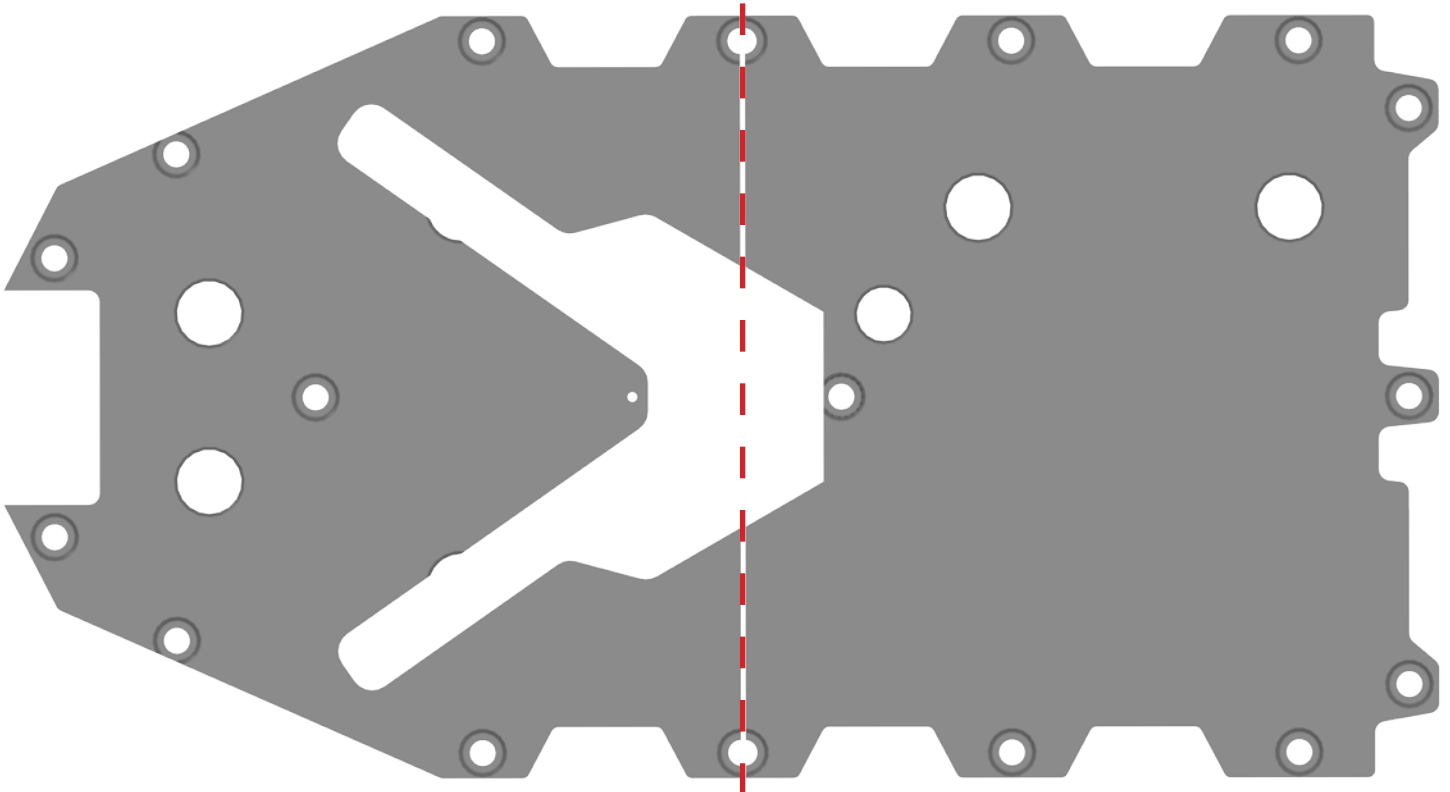
- Trace Frame Bracket (L) onto Skid Plate.
- Remove Frame Bracket (L).
- Mark location of hole.
- Result should look as shown.



- Follow tracing and cut out.
- Drill out hole.

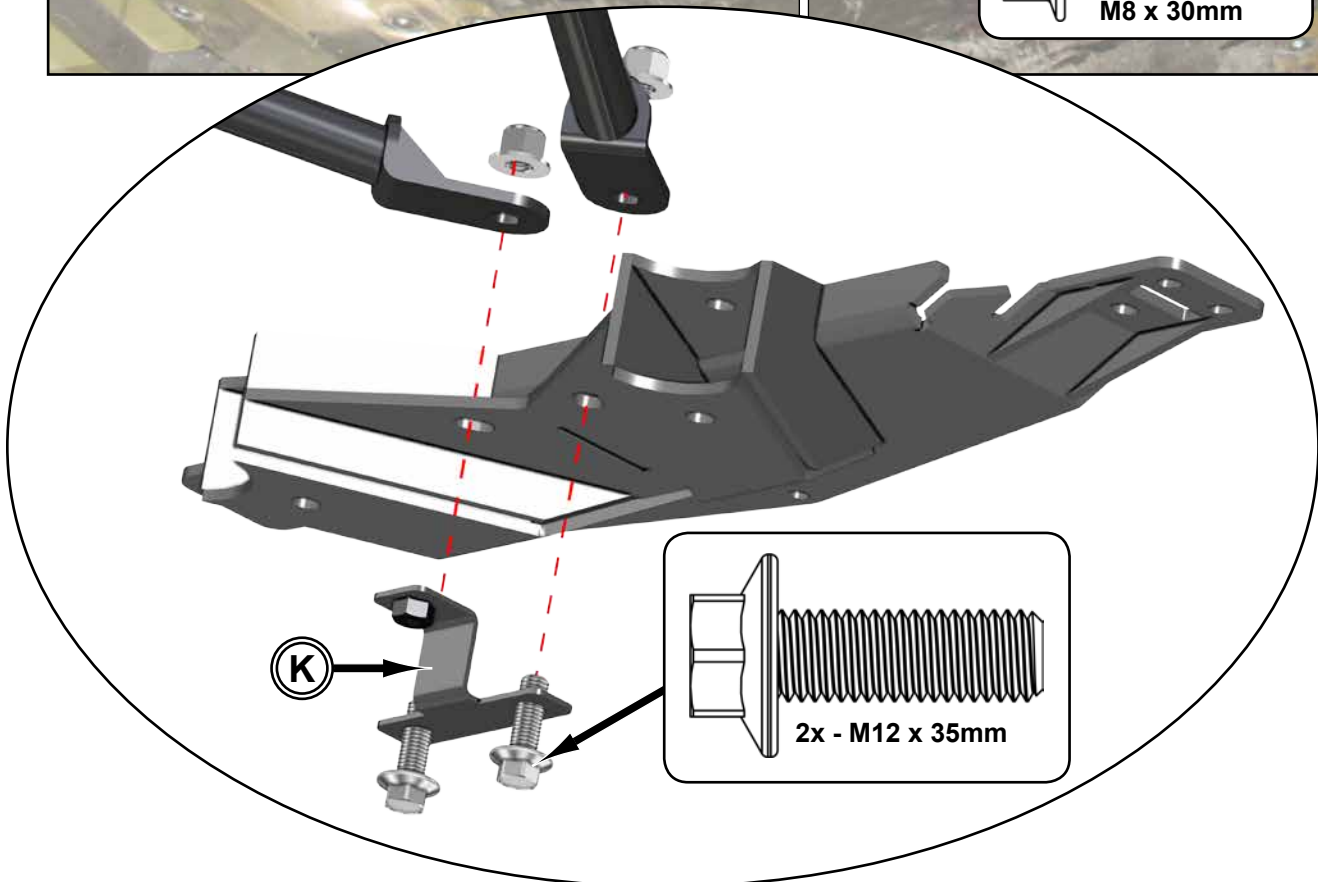
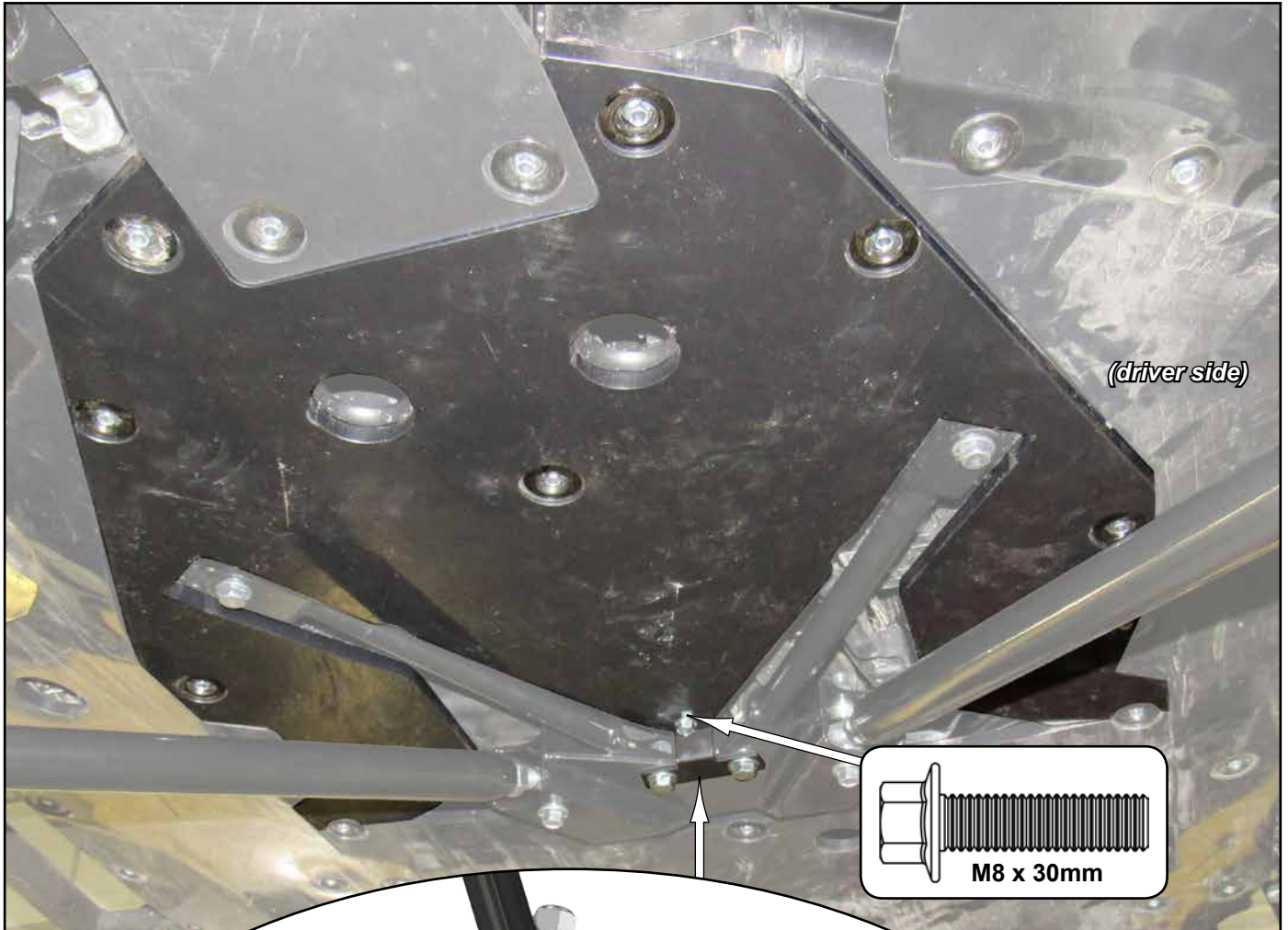


- Create a line between centers of holes shown and cut Skid Plate into (2) pieces.

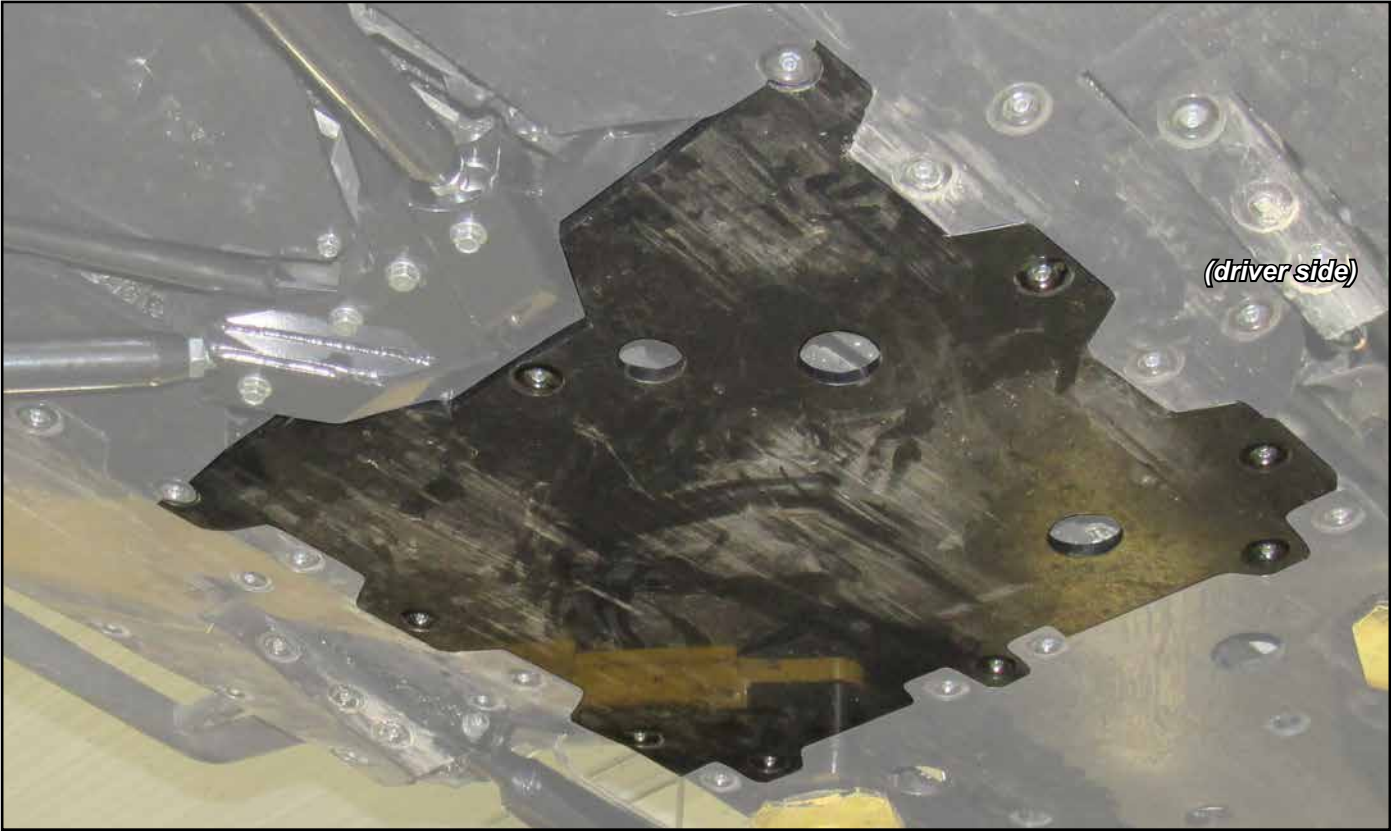


Retrun to page 27.

- Install Skid Plate with previously removed Skid Plate hardware; tighten hardware completely.
- Install Skid Plate Bracket (K).



- Install Skid Plate with previously removed Skid Plate hardware; tighten hardware completely.



INSTALLATION INSTRUCTIONS
Z-Bend Tie Rod Kit



2 x Tie Rod Shaft

2 x Ball and Socket

2 x Tie Rod End and Jam Nut

Boot X 2

hardware

4 x Zip Tie

Need help with your installation?

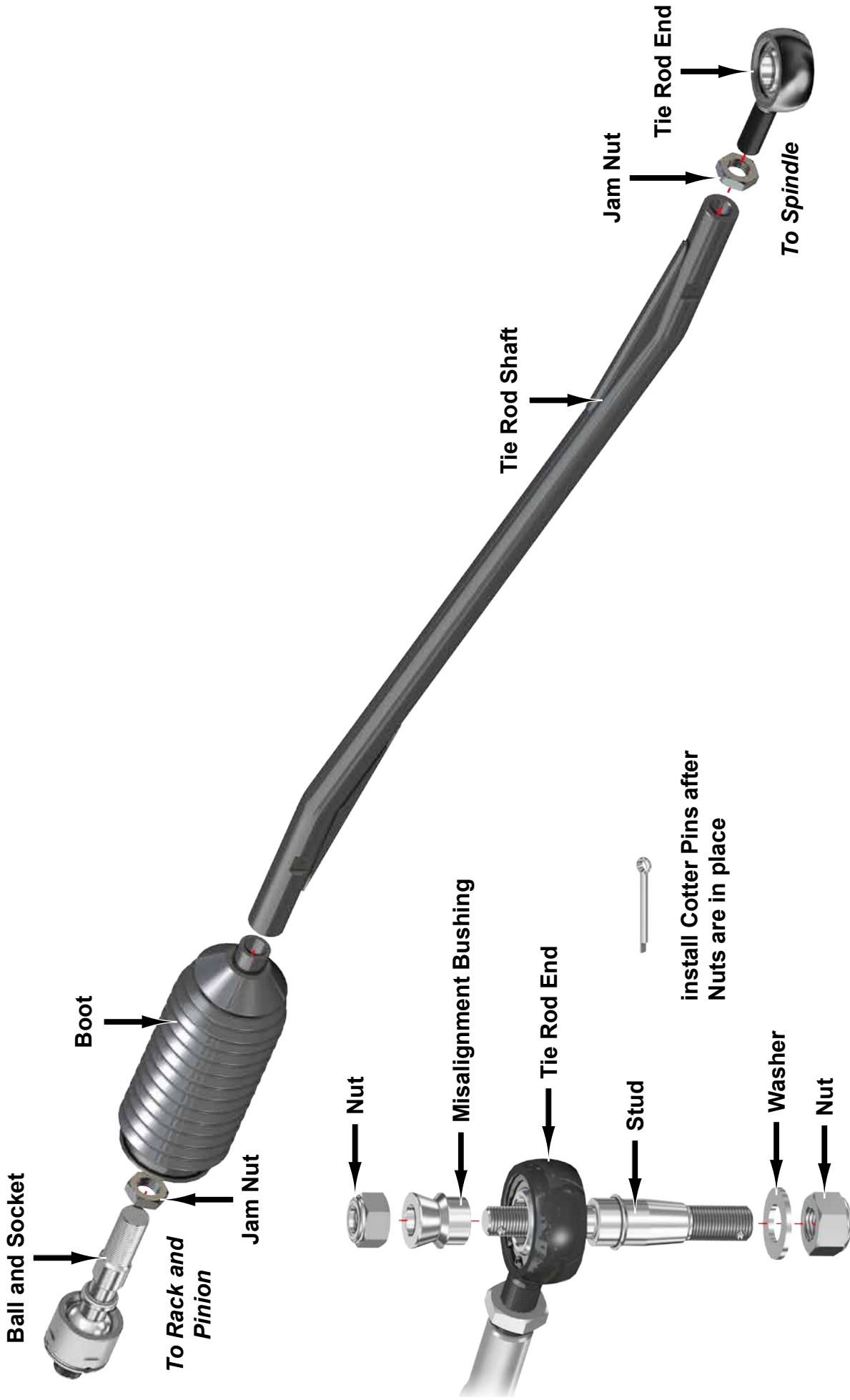
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 9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

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- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Install Jam Nuts to Ball and Sockets.
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends to Tie Rod Shafts.
- Secure Tie Rod Ends to Spindles with hardware shown.



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CAMBER

- Tires must have equal air pressure before making adjustments.
- Adjustments to be made after all suspension components have been completely assembled.
- Tires must not be in contact with ground when making adjustments.
- Perform adjustments in small increments.



Adjusting Camber:

- Remove A-Arms from Frame and turn Pivot Blocks to adjust camber. Reinstall Arms.
- Lower machine and settle suspension components by rolling machine back and forth several feet at a time.
- Check settings and make small adjustments as needed.
- Each time an adjustment is made, machine must be rolled back and forth to settle suspension components.
- Once desired setting is achieved, tighten hardware completely. Loc-tite on Nuts is recommended.

A NEGATIVE CAMBER SETTING OF 1° to 2° IS RECOMMENDED.

LOWER:

Too much positive camber: adjust Pivot Blocks **OUT**.

Too much negative camber: adjust Pivot Blocks **IN**.

note: 2 full turns is 1°

UPPER A-ARMS:

Too much positive camber: adjust Pivot Blocks **IN**.

Too much negative camber: adjust Pivot Blocks **OUT**.

note: 2 full turns is 1°

